(b) if so, when it was started and what is the progress so far made in this regard; and

(c) by when the survey is expected to be completed?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) to (c) Yes, Sir. This survey was inaugurated on 31.12.1983. Notification under Section 4 of Land Acquisition Act has been issued to enable the survey teams to do survey in private land. Consultations have also been made with the State Government regarding alignment for the proposed rail line. The survey of this 290 kms of new line is expected to be completed in about 18 (eighteen) months' time.

स्वतंत्रता सनानियों के लिए रेल के मुफ्त पास

*48. **श्री सत्य प्रकाश मालवीय :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या स्वतंत्रता सेनानियों को रेल के मुफ्त पास जारी करने का कोई प्रस्ताव सरकार के विचाराधीन है ;

(ख) यदि हां, तो ये पास कब तक जारी किये जाने की संभावना है ; और

(ग) यदि उपर्युक्त भाग (क) का उत्तर "न" हो तो इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : ऐसे अनुदेश पहले ही जारी किये जा चुके हैं कि वे स्वतंत्रता सेनानी, जो गृह मंत्रालय, भारत सरकार से स्वतंत्रता सैनिक सम्मान पेंशन योजना के अधीन पेंशन पा रहे हैं, और वे जिन्होंने देश को आजाद कराने के लिए आजादी की लड़ाई में भाग लिया और वे इस कारण राज्य सरकारों से पेंशन प्राप्त कर रहे हैं, को पहले दर्जे के मानार्थ कार्ड पास दिये जाएं। जो स्वयं तथा पत्नी या पत्नी के न होने पर उसी दर्जे में सहयोगी परिचर के लिए उपलब्ध हों। ये पास इनके जारी होने की तारीख से छः मास की अवधि के लिए वैध हैं। किन्तु इन अनुदेशों को कुछ समय के लिए स्थगित कर दिया गया है क्योंकि स्वतंत्रता सेनानियों को पासों के जारी करने की रूपात्कताओं के बारे में गृह मंत्रालय और प्रधान मंत्री के कार्यालय द्वारा कुछ परिवर्तन करने के लिए जांच की जा रही है।

Payment of Bonus to Railwaymen

*49. SHRI K. MOHANAN:
SHRI DIPEN GHOSH:

Will the Minister of RAILWAYS be pleased to state the reasons for not announcing Government's decision on the question of payment of bonus to railwaymen under the Bonus Act?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): In terms of provisions contained in Section 32(4) of the Payment of Bonus Act, 1965, this act will not apply, *inter alia*, to employees employed in a department of the Central Government. However, the Ministry of Railways have evolved a scheme of Productivity Linked Bonus for Railway employees.

Metro Railway, Calcutta

*50. SHRI KALYAN ROY:
SHRI NAND KISHORE BHATT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news item published in the INDIAN EXPRESS of the 28th June, 1984 under the caption "Behind the Metro Deluge" regarding recent flooding of the Metro tunnels at Calcutta, resulting in damage to 16 railway coaches and expensive equipment and a loss of

about Rs. 30 crores to the Indian Railway;

(b) if so, what are the details thereof;

(c) whether any detailed enquiry has been made and if so, by whom and what are its findings;

(d) what progress has been made to dewater the areas and restore the coaches and equipment;

(e) what are its effects on commissioning of the Metro and by when it is likely to operate the limited distance; and

(f) whether it is a fact that engineers of West Bengal Government directed the street rain water of Calcutta in the Metro Railway system by digging big holes in the upper layer of the Metro system?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) Yes, Sir.

(b) A part of the Calcutta Metro Project between Esplanade and Bhowanipur (3.6 Kms) got flooded at the onset of monsoons in Calcutta. The heavy rains let to the flooding of the streets due to inadequacy of the city drainage system to deal with the heavy flood waters within a short period. The consequent overflow of water found its way into the Metro tunnel through various openings left for construction work of the tunnel. The Metro organisation had put up temporary protection works around these openings to safeguard them. Emergent action has been taken to avoid recurrence. The flooding of water in the tunnel led to the submergence of electrical equipment and rolling stock besides deposit of silt. Pumping out of the water from the Metro tunnel was instituted at once from 7-6-1984. Now work is in hand to desilt the track, clean the electrical and signalling cables etc.

Cleaning and attention to electrical equipment and rolling stock is being taken up. With regard to the Permanent way and the surface and sides of the tunnel and cables, there is, *prima facie* no demage.

With regard to electrical equipment and rolling stock, these will require thorough cleaning and drying and then only will it be possible to assess the quantum of any rectification that may be necessary. *Prima facie*, even for these equipments and rolling stock there would appear to be no necessity for any major rectification.

(c) A Directors Committee consisting of three Senior Directors of Railway Board was appointed on 11-6-1984 and the enquiry is in progress. A foreign expert from London Underground Metro Transport was called over to check. He has submitted his remarks and given his advice in regard to various measures to be taken to avoid recurrence.

(d) Dewatering was completed on 7-7-84. Electrical Equipment is under cleaning, drying and check for any rectification. As the tunnel dimension will not permit the lifting of coaches to run out bogies for cleaning and any attention to motors etc. arrangements are being made to lift these out of the tunnel for such check.

(e) The Limited operation of the Metro is likely to be delayed for sometime. The period by which the Metro is likely to be operative would depend on the attention that may be required after cleaning and drying of the electrical equipment and the bogies and fittings of the Metro coaches, which can only be assessed after these are lifted.

(f) There is no specific information with regard to this conjecture by the Honourable Members. However now that the Honourable Members have put forward this question, this will specifically be gone into.